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# THE SURVEYOR, ENGINEER, AND ARCHITECT;

OR,

LONDON MONTHLY JOURNAL OF THE PHYSICAL AND PRACTICAL SCIENCES

IN ALL THEIR DEPARTMENTS.

BY A COMMITTEE OF PRACTICAL SURVEYORS, ENGINEERS, AND ARCHITECTS, OF MUCH EXPERIENCE AND IN ACTIVE EMPLOYMENT.

ROBERT MUDIE, LITERARY CONDUCTOR.

## ENGINEERING HONOURS.—ALEXANDER NIMMO.

TO THE EDITOR.

YOUR very excellent and valuable Journal has on many occasions contained attractive and highly interesting papers regarding the science of engineering.

It has been mentioned, that an application has lately been made to the ——— for a subscription to defray the expenses of either painting a picture, or engraving a portrait, of ———, whose name, it may be observed, is not connected with any great or remarkable engineering work, either in this country or any other; neither is it to be found among the records of invention and discovery; nor is the domain of science under the least obligation to him for its extension in any one of its numerous and useful branches.

On what ground, then, has such a subscription been called for? for it does not appear that any such thing has ever been done for Mr. Brindley, Mr. Smeaton, Mr. Rennie, &c. It may also be observed, that the remains of the late Alexander Nimmo, a man of distinguished talent, and whose acquirements and magnificent mind few were capable of fully appreciating, lie in one of the Dublin churchyards, without a stone to record his name, and mark the silent spot where his ashes lie entombed. There would have been more high-minded and noble feeling shown by ———, and those connected with ———, many of whom were under the highest obligations to that great man, and to his friend and patron, Thomas Telford, had they honoured the place of his remains with a plain granite tombstone, carrying upon it, deeply lettered, some such simple inscription as the following:—

THE ENGINEERS OF GREAT BRITAIN

TO THE MEMORY OF

ALEXANDER NIMMO.

The name of Alexander Nimmo is to be found appended to scientific papers of the highest order connected with civil engineering. The article which was written by him in the Edinburgh Encyclopædia on "Bridge Building," is the ablest and best to be found in the English language; and his paper on "Geology applied to Navigation," printed in the Transactions of the Royal Irish Academy, is original and interesting. It immediately follows the paper on the parallax of the fixed stars, by the late Dr. Brinkley; and although the question regarding the parallax of the fixed stars has divided the astronomers of Europe, the records of science will associate the name of Brinkley with the most delicate astronomical observations which have been made in modern times.

Mr. Nimmo's general chart of the coasts of Ireland and St. George's Channel, exhibiting the sea and harbour lights, drawn chiefly from original surveys, with sailing directions, is one of the most accurate works of the kind published.

No. XXV. FEB. 1, 1842.

His fishery charts of the harbours of Strangford, Dundrum Bay, Carlingford Bay, Howth to Balbriggan, Dublin Bay, Sligo Bay, Killala Bay, Clew Bay, Costello Bay, Roundtown Bay, Galway Bay, and Valentia Harbour, are from original surveys, and have been neatly and beautifully engraved in London, principally by the late Mr. Neale; but the charts of Carlingford, Sligo Bay, and Galway Bay, were engraved by the late Mr. Wilson Lowrey, a gentleman of great and distinguished talent, not only as an engraver, but also as a geologist, and who first applied the diamond to cutting lines on copper with equal pressure. His instrument for the drawing of parallel lines remains a monument of his genius. He was a Fellow of the Royal Society of London, and had a high veneration and friendship for the late Alexander Nimmo.

Mr. Nimmo, while engineer to the Irish Board of Fisheries, designed and erected a considerable number of small piers around the shores of Ireland, to protect the fishing craft. Small plans of these piers have been engraved by the House of Commons, and are to be found among the parliamentary records. They were undertaken and commenced upon a limited scale, and the means granted was in several instances very inadequate to erect them in a permanent and substantial manner.

Mr. Nimmo designed and erected the pier of Dunmore, in the south of Ireland; and Kinlough, in the north of that country. He designed the Dublin and Kingston Railway. He also surveyed a railway from Waterford to Limerick, and wrote a very able report upon it. Many roads were designed, and executed by him, in the counties of Cork, Kerry, Galway, Mayo, Sligo, Roscommon, &c. He reported and gave designs for improving the ports of Drogheda and Newry, the harbours of Courtown and Sligo. He designed a dock, and erected the Sleat Pier at Galway. He also proposed a canal between the sea and Lough Corrib, at Galway. He repaired the old timber bridge over the Shannon at Portumna. He designed and erected the timber bridge over the Blackwater, at Youghal—a work of very considerable magnitude. He gave a small design and report for a ship canal, to connect the docks and port of Dublin with the harbour of Kingston.

His reports, maps, and sections for the drainage and improvement of the bogs in the counties of Cork, Kerry, and Galway, are the most important and useful documents which have ever been written regarding the national improvement of a part of the waste lands in Ireland. They have been engraved and printed by the House of Commons, and are to be found among the reports of the engineers employed by the parliamentary commissioners, appointed to inquire into the practicability of draining and improving the bogs in Ireland.

The Wellesley Bridge, erected over the river Shannon, at Limerick, is one of the most unique and beautiful works of the kind yet executed in Ireland.

Mr. Nimmo's Engineering Reports have instructed and delighted every person who has been so fortunate as to read them. He was

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